

4. (Original) The method of claim 1, wherein the engine rpm-rate is brought into closer agreement with the transmission input rpm-rate through a control intervention directed at an output torque of the engine.
5. (Original) The method of claim 4, wherein said control intervention is effected through the steps that:
 - the at least one electronic control device sets an engine torque control target for the engine control device,
 - the engine control device adjusts the engine torque according to said control target, and
 - the control target is varied over time during said adjustment in such a manner that the engine rpm-rate is brought into agreement with the transmission input rpm-rate.
6. (Original) The method of claim 1, wherein the re-engaging of the clutch takes place after the engine rpm-rate and the transmission input rpm-rate are in agreement.
7. (Original) The method of claim 1, wherein the re-engaging of the clutch is started after the engine rpm-rate and the transmission input rpm-rate are in agreement.
8. (Original) The method of claim 6, wherein the re-engaging of the clutch is performed at a maximum speed of engagement.
9. (Original) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate and the transmission input rpm-rate are within 5% of each other.
10. (Original) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate and the transmission input rpm-rate are within 50 rpm of each other.

11. (Original) The method of claim 6, wherein a criterion for considering said agreement to be met depends on a rate of change of the engine rpm-rate.
12. (Currently Amended) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate equals ~~of~~ or exceeds the transmission input rpm-rate.
13. (Currently Amended) The method of claim 4, wherein after the re-engaging of the clutch, an indicated level of engine torque at which the control intervention was performed is cut back by lowering a fuel flow rate to the engine.
14. (Original) The method of claim 1, wherein if the actuation of the brake is detected, the re-engaging of the clutch takes place before the engine rpm-rate and the transmission input rpm-rate are in agreement.
15. (Original) The method of claim 1, wherein if the actuation of the fuel-metering device is detected, the re-engaging of the clutch takes place when or after the engine rpm-rate and the transmission input rpm-rate are in agreement.
16. (Previously Amended) The method of claim 1, further including the step of: immediately beginning to re-engage the clutch if the brake pedal is found to be actuated.
17. (Previously Amended) The method of claim 1, further including the step of: while the clutch is disengaged, setting the transmission into a neutral position.
18. (Original) The method of claim 17, wherein after the transmission has been set into the neutral position, a volume-equalizing process is allowed to take place in a hydraulic circuit of the motor vehicle.

19. (Original) The method of claim 18, wherein the clutch remains engaged for a selectable time period while said volume-equalizing process is taking place.
20. (Currently Amended) The process of claim 17, wherein a current transmission ratio that is engaged prior to setting the transmission into the neutral position is stored in a memory of ~~the~~ an electronic control unit.
21. (Original) The method of claim 20, wherein while the clutch is disengaged and the transmission is in the neutral position, the stored transmission ratio is re-engaged.
22. (Original) The method of claim 18, wherein the clutch is re-engaged after the transmission has been set into the neutral position and wherein the volume-equalizing process is performed only after a selectable time period has elapsed following said re-engagement of the clutch.
23. (Currently Amended) The method of claim 20, wherein if the motor speeds up after the clutch has been disengaged and the transmission has been set into the neutral position, a ~~higher~~ higher transmission ratio higher than the stored transmission ratio ~~has been stored in memory~~ is set in the transmission.
24. (Canceled)
25. (Canceled)
26. (Canceled)
27. (Canceled)

28. (Canceled)

29. (Canceled)